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TCA Equal to All Demands

SOME impressive and to most people surprising statistics printed in the Colonist on Sunday afford a graphic demonstration of the ability of Trans-Canada Air Lines to serve travellers between Victoria and Vancouver in periods of abnormal traffic pressure. The figures are particularly timely in view of the threatened withdrawal of TCA from the Victoria-Vancouver and Victoria-Seattle air routes and transfer of the franchises to Pacific Western Airlines.

Normally TCA operates these services with DC-3 aircraft, but in emergencies or peak travel periods such as national holidays larger aircraft may be put into service. Taking the DC-3's accommodation as the unit of passenger capacity, one finds that during the ferry strike last summer traffic between here and Vancouver reached the astonishing record of 106 flights in a single day —53 in each direction. Last Christmas Eve, compared with a normal schedule of 12 flights a day each way, TCA flew 36. Again, throughout December, TCA flew the equivalent of 915 DC-3 journeys, whereas the timetable called for only 575.

The significance of these figures lies in the proof they contain that TCA can rise to virtually any demand, even one requiring almost five times the regular number of daily flights. Why can it do this? Because it has the equipment and the pilots and aircrews, plus a ground organization extraordinarily efficient in the complex business of movement control.

TCA always has given this region excellent and reliable service; and also incomparable service because there is no other operation here to which it may be compared. That is one of the main points for the Air Transport Board to study in considering any application for transfer of charter. TCA has satisfied public need up to now and can do it even better when Viscounts replace the DC-3s. To render that kind of service—and Victoria would not be satisfied with anything less—a successor to TCA would require a very large fleet of aircraft, some of which might have to spend a lot of time in costly idleness during slack periods.

Perhaps PWA could measure up to these requirements; but has this region enough assurance that it could? The fable of the dog at the poolside relinquishing the bone for its reflection seems to apply to this case.

The New Deterrent

PEOPLE conditioned by 10 years of the cold war are not likely to take fright because of news that a toxin can be produced which could wipe out humanity. One becomes inured even to horrors, and after living for years with the menace of atomic and nuclear bombs hanging over their heads, potentially ready to fall, people are apt to shrug this new threat aside. If they are to remain sane at least they cannot afford to let themselves be nervously prostrated.

Weapons credited with the power to destroy man and all his works have been coming thick and fast since the last war ended. One facet of this, however, is that each makes its predecessor obsolete, although no weapon, even a bow-and-arrow, is ever demoded to absolute uselessness. As deterrents however they may cancel one another out. This has been the case so far with atomic weapons, which when possessed in strength by opposing sides tends to even the scale and make their use unlikely. It is of small avail to kill a person and blow up his house if at the same time one loses his own life and house also.

This new germ, diabolical though it sounds, conceivably could spread the deterrent even more widely. Since it is inexpensive to produce every nation could produce it, poor ones as well as rich ones. Power might thus pass from the hands of the few to those of the many. There would be little use either in spending vast sums on nuclear armaments when a simple half-pound of toxin was equal in destructive force. With everyone in possession of it, also, it might be frozen in a refrigerator forever through sheer fear of reprisal. Reprisal in fact has been the deterrent which all through history has enabled such periods of peace as have existed. If the power of reprisal became universal perhaps the better the chance of a more lasting peace.

It is said of course that one biologist running amok could produce the fateful half-pound with ease, but apparently the saving grace to this is that individual world-wide distribution of the germ is impossible. Happily there always seems to be a saving grace of some kind no matter what fresh latent horror is uncovered.

The Sturdy Swiss

WHEN it comes to voting, no one is going to point the finger at the men of Switzerland and accuse them of instability or inconsistency after Sunday's free vote. From times immemorial the all-male electors of the mid-European republic have stood staunchly in the belief that voting is a man's job. On the national referendum on women's suffrage, in which only men voted, 654,924 heads of families turned back the weak, erratic and vacillating gesture of 323,306 others who would have granted dual suffrage. Only in three cantons out of 25 was the line broken, when in three French-speaking cantons the electors approved guardedly of women voting in local cantonal elections.

The decisiveness of the rejection of women's suffrage in 22 cantons and totally on the national scene, however, will probably settle the question for the next decade. (It is challenged once every 10 years as a matter of record.) So the good Swiss burgher, whether he speaks German, French, or Italian, can light his pipe in sturdy male contentment and without fear of petticoat government for another generation.

Cassandras there will be, of course. There will be those to say that the women of Switzerland, once having got their ballots in three cantonal proceedings, will never rest until they have taken the heights of the nation. Sunday's two-to-one deterring vote, however, is a sober warning that the men of Switzerland see the danger and will not be taken unawares.

In a little country, often surrounded by fighting armed empires, with nothing but their mountains and their courage to preserve their national integrity, the sturdy men of Switzerland have again demonstrated their solid independence to the world. Their women may vote when men say so, and not one moment before!

Interpreting the News

Soviet Seven-Year Plan

By KEN METHERAL
Canadian Press Staff Writer

AN intriguing feature of Nikita Khrushchev's marathon address outlining the Soviet Union's new seven-year plan is the lack of ideological content.

There are the usual exhortations to the faithful to catch up with and surpass the capitalist countries in per capita output, and the oft-repeated strictures against "revisionists" inside the Communist party.

But what emerges most clearly is a song of inspiration and incentive with a suspiciously capitalistic melody based on more and more of everything being produced by less and less work with the final, climactic chorus holding out the promise of a tax-free future.

By 1970, says Khrushchev, Russia will have "the highest living standards and the shortest working week in the world."

It is easy to prick some of the Russian leader's more grandiose bubbles. Elimination of income tax, for example, will mean little in a country where state-manipulated prices and other forms of indirect taxation account for more than 90 per cent of the government's revenue. And few Western experts give Russia much chance of achieving a 70 per cent rise in gross output of farm products.

But it would be a mistake to dismiss all the ambitious targets as so much pie in the sky.

The objectives set for production of industrial and consumer goods look realistic enough, in view of recent Soviet achievements. British observers believe even the stupendous task of building 15,000,000 flats may be accomplished.

"How soon do you think they'll collapse?"

Thinking Aloud

". . . of shoes—and ships—and sealing wax—of cabbages and kings."

By TOM TAYLOR

IT is a shock to discover some morns that the personal pronoun has intruded into this space with unbecoming frequency. When that happens however I assuage my distress by pretending I've only been thinking aloud to myself.

How to use the personal pronoun without undue prominence is perhaps a moot point: Conrad's "Lord Jim" manages the feat without seeming egoism and Buchan is another author who handles "I" well. Many of his tales are first-person narrative but there is no sense of vanity because of I this or I that.

Enlarged to what might be termed the national or party pronoun, the personal note is frequently sounded in its collective form. Across the line, for instance, speeches by public men abound with the words Americans, American way of life, etc., and invariably also when the audience is purely American.

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In this case you might assume "America" to be redundant and wonder if its employment is merely casual or deliberately designed to develop the Americanism of a still polyglot nation.

Something of the same genre can be noted in our own country. In the Ottawa Journal a writer makes an amusing analysis of the recent Throne Speech in Parliament. He calls it the most regally possessive speech of its kind he has ever heard, replete with My government this, My ministers that, My prime minister the other thing.

Theoretically it is the sovereign talking through her governor-general but in fact as everyone knows the Throne Speech, if not compiled certainly is vetted by the prime minister, and in 1959 it may be assumed to have voiced the essence of Mr. Diefenbaker.

The Journal writer finds that the Speech referred twice to "my prime minister," 12 times to "my government," and nine times to "my ministers." Compared to previous Throne Speeches going back to 1896, one of which referred only once to "my government" and not at all to "my" prime minister or ministers, his box score shows that in five Throne Speeches of the past the possessive "my" was used 13 times whereas in this year's version alone it was employed 23 times.

That does seem a bit more than casual-like.

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Another interesting example of the collective pronoun in action is evident in last month's issue of The Canadian Liberal, containing an account of the advisory council dinner attended by Mr. Pearson and 600 other Liberals.

The piece de resistance, naturally, was Mr. Pearson's speech, and I notice that in the course of his address he used the words Liberal or Liberalism at least 35 times. In addition the magazine ran no fewer than 15 pictures which show Mr. Pearson alone or in company.

His likeness and the name of his party thus does not suffer from overmodesty.

In light of such eminent use of the personal pronoun, singular or collective, perhaps it does not behoove a columnist to worry over-much when he finds "I" distributed throughout his copy. He can, anyway, always disguise his vanity by introducing "your truly" or that other standby "this writer."

Gerald Waring

Reports from Ottawa

AN American government order for several hundred million dollars' worth of airplanes is almost within the grasp of a Canadian company.

If the deal comes off, it will be solid proof that the United States government is sincere in its stated desire to integrate Canadian and American military production facilities to strengthen the continent's defence potential.

Canadair Ltd. of Montreal is bidding against four U.S. companies to fill the United States Air Force's need for better radar planes to patrol the seaward approaches to North America. The USAF now uses converted Constellations as radar picket planes on the seaward extensions of the Distant Early Warning radar line. These AEW & C's (meaning aircraft early warning and control) planes, misshapen humpbacks with their dorsal radomes, are the continent's outermost defences. They range out to sea at the ends of the DEW line, scanning the skies above and around them. They patrol more southerly coasts to prevent surprise by Russian H-bombers which might end-run the DEW line.

The Americans want to replace the aging Connies with planes that can stay on patrol longer before they have to be refuelled; planes that can be packed with new and more powerful radar equipment.

What Canadair is offering for the job is the CL-44, a military transport version of the Bristol Britannia. The CL-44 is now in production for the RCAF, with the first plane scheduled for delivery in August. Unofficially, the price is said to be $3,500,000 each.

The CL-44 is a four-motored turboprop aircraft, 35 per cent larger than its brother, the Argus CL-28 which Canadair designed and produced for RCAF anti-submarine operations. While it cannot remain aloft as long as the piston-engined Argus' 26 hours, its periods on patrol can be extended beyond its fuel capacity by aerial refuelling.

Canadair was invited to submit tenders on the complete aircraft minus engines, radar and other electronic equipment. If the USAF accepts the CL-44, American engines and operational gear will be provided by American suppliers. Latest word is that the USAF may require as many as 300 planes. The value of the order could well run over half a billion dollars.

* * *

For the last three weeks or more insiders in Ottawa have been saying that the contract was ready to fall into Canadair's lap. But meanwhile the U.S. aircraft industry has been lobbying strenuously in Washington. Now, quite suddenly, the Air Council of the USAF has decided to postpone action for 60 days—a move which has disquieting possibilities for the Montreal company.

The CL-44's main rival for air picket duty is a military version of Boeing's new passenger jet. A pure jet is not as economical on fuel as a turbo-prop, and logically the CL-44 should be preferred over a pure jet for patrol duties. But political influence rather than logic could be a major influence in the Air Council's decision on what plane to buy.

This is the brightest chance yet for a Canadian company to get a substantial order from the U.S. under the integrated production agreement. Other Canadian firms have been tendering on other U.S. contracts, but results have been almost nil.

Canada's First Citizens

(From The Hamilton Spectator)

HON. Ellen Fairclough has started upon a project in which all warm-hearted Canadians will wish her success. It is the encouragement of Indian children by way of scholarships and other assistance so they may have the same opportunities of intellectual development as the children of those of us who did not originate in this country.

As minister of citizenship and immigration, Mrs. Fairclough supervises the department of Indian affairs. It is a reassuring thing that a person of her sympathetic understanding has under scrutiny the problems of Canada's first citizens. She has said that there is a "tremendous talent lying dormant among Canada's Indian peoples," and that they must be given some specific encouragement.

The Packsack

Chuckinout Days

By GREGORY CLARK

WHEN you think of all the vast quantity of goods being bought every day in all the big department stores, in all the medium-sized stores in downtowns of hundreds of cities and towns all over creation, and all the thousands of small stores in the uptown streets and the crosstown streets and the suburbs and their shopping plazas and supermarkets, the question is: where in heaven's name is all the stuff accommodated? Are there enough new housing enterprises going up in all directions to take in all this vast merchandise?

The food, of course, is consumed, the clothing in time wears out. But think of the furniture, the furnishings, the appliances, the hardware, the tons and tons of almost imperishable goods that are being whisked into and out of all those legions of shops and stores wherever you look. Where does it go? Why are not all our houses bursting? Where do the books go, the tons of books that are bought daily?

When, in a word, will everything be full up, no more room, and nothing more sold?

A merchant of my acquaintance who delivers several tons of assorted merchandise from his store every day says: "Well, in our house, we have what we call a Chuckinout Day every three or four months. We chuck out a lot of stuff to make room for more."

Without periodic Chuckinout Days, I suppose our entire economy would collapse.

Policy Explained . . .

Replacing Victoria's Street Trees

The city parks committee has requested that its policy with reference to street trees be outlined for the information of the public by the parks administrator, Mr. W. H. Warren, whose explanation is as follows:

First of all, the present generation has inherited a number of difficult situations with regard to street trees, and I speak with some experience, having cared for them in Victoria for almost 30 years.

They were originally planted close together, 18 to 25 feet apart, sometimes closer. Forest trees were used, the main object being to make a quick showing during the boom days prior to the First World War. With few back lanes in which to place telephone and power poles, they too were placed in the street, and the trees usually were planted in line with them.

Within a few years the city was forced to cut trees back annually to keep them below the wires; but they continued to make new growth 4 to 8 feet long each season and these growths again had to be removed the following winter.

The sappy growth encouraged disease and aphis. This in turn encouraged honey dew, which made a sticky black mess on streets, sidewalks and cars. The continued "pollarding" eventually weakened trees to the point where many of them died, particularly locust trees.

* * *

After about 15 years, the situation was analyzed. The city felt it could no longer indefinitely continue this sort of maintenance, particularly in view of rising costs and falling revenues in the 1930s. About this time the trees had reached considerable size, and many blocked sewers, broken sidewalks, curbs and gutters began to appear.

As a result it was decided to try to find suitable smaller trees which could be grown under the wires. It was also demonstrated that a street looses nothing in its attractiveness and aesthetic beauty if trees are spaced 40 or 50 feet apart; and by so doing the problem of maintenance was halved. This may be seen today on Cook Street and Vancouver Street, where the original trees were thinned and left.

* * *

Where these conditions were serious it was decided to remove alternate forest trees and replant with a more suitable ornamental tree, attractive if possible in flower, fruit and foliage. When these had reached suitable size the balance of the old trees were to be removed, leaving the new trees spaced twice as far apart as the original planting.

The policy was explained to property owners on each street. Wherever action was taken the majority concurred in the plan, which was subsequently authorized by city council.

For various reasons the removal of the balance of the old trees was delayed and in many cases—as, for example, the top part of Linden Avenue — the new trees suffered severely in consequence.

To make sure that residents knew what was going on, their opinion was again sought before the balance of the old trees were removed. In almost every case this has met with full support.

* * *

We are confident that the trees of Victoria will be more attractive than ever before; but patience is needed to permit them to grow. Damage to trees by vehicles, vandals and frost (1955) have all contributed problems in establishing the second generation of trees.

Recently the B.C. Electric Company has increased the voltage in its power lines. This has necessitated increased clearance of the wires to 6 feet on either side of an 8-foot crossarm or a total of 20 feet clearance through the head of any tree growing in the way. The law empowers the company to provide adequate clearance, so there is nothing the city can do.

This problem is not new. It was and still is being handled much more drastically in Vancouver than in Victoria. Victoria has been regarded by professional civic tree men as being one of the more progressive cities on the continent in its policy regarding street trees. Its opinion on use of street trees is frequently sought by other cities in British Columbia, throughout Canada and in neighboring States.

* * *

The co-operation of residents is sought in the care of the trees. They may appreciate a drink during a dry spell, although we do try to water them. If a tree is broken or injured, the parks department would appreciate getting full particulars.

(Ald.) M. H. MOONEY,
Chairman, Parks Committee,
Victoria City Council.